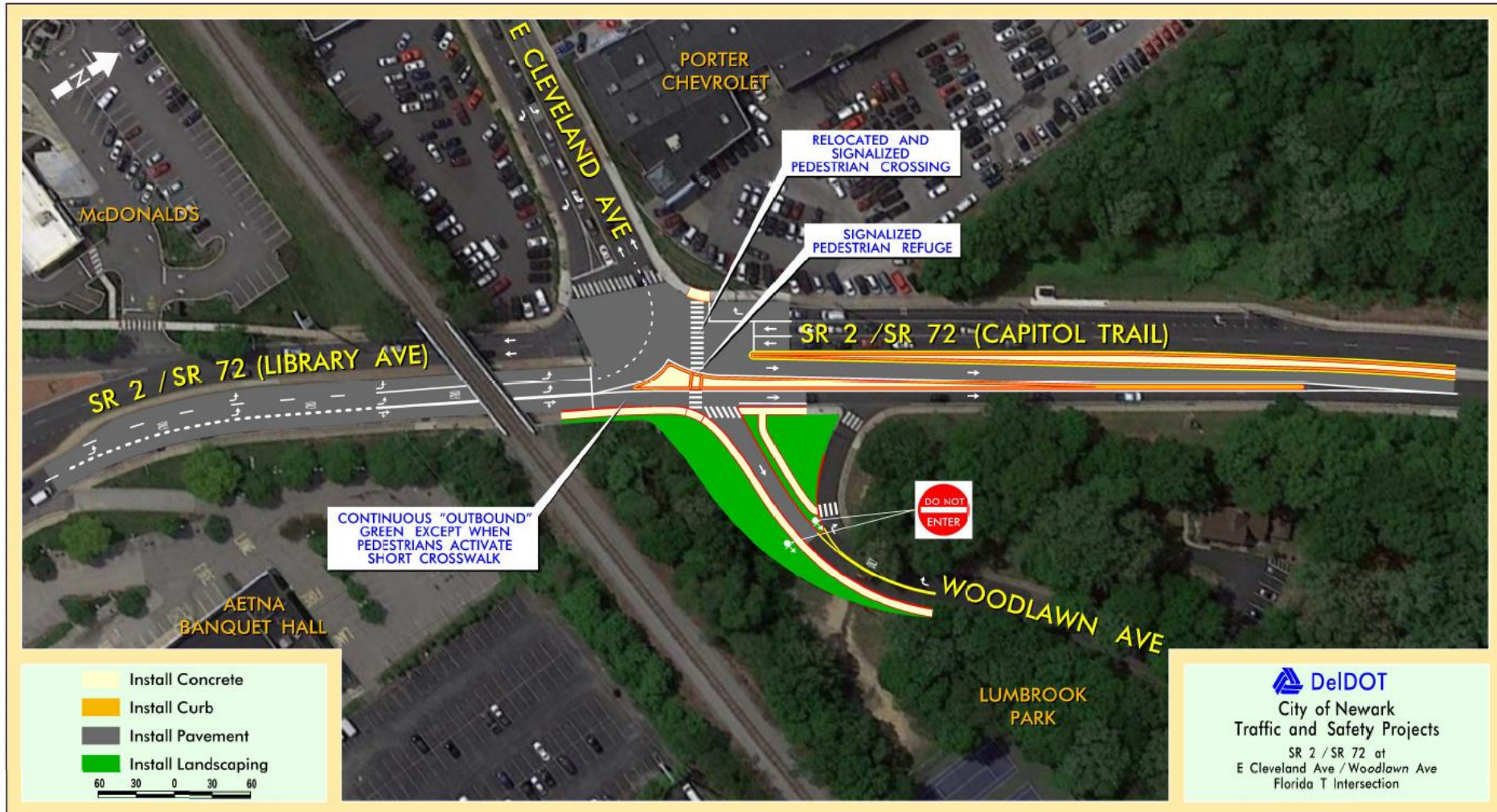


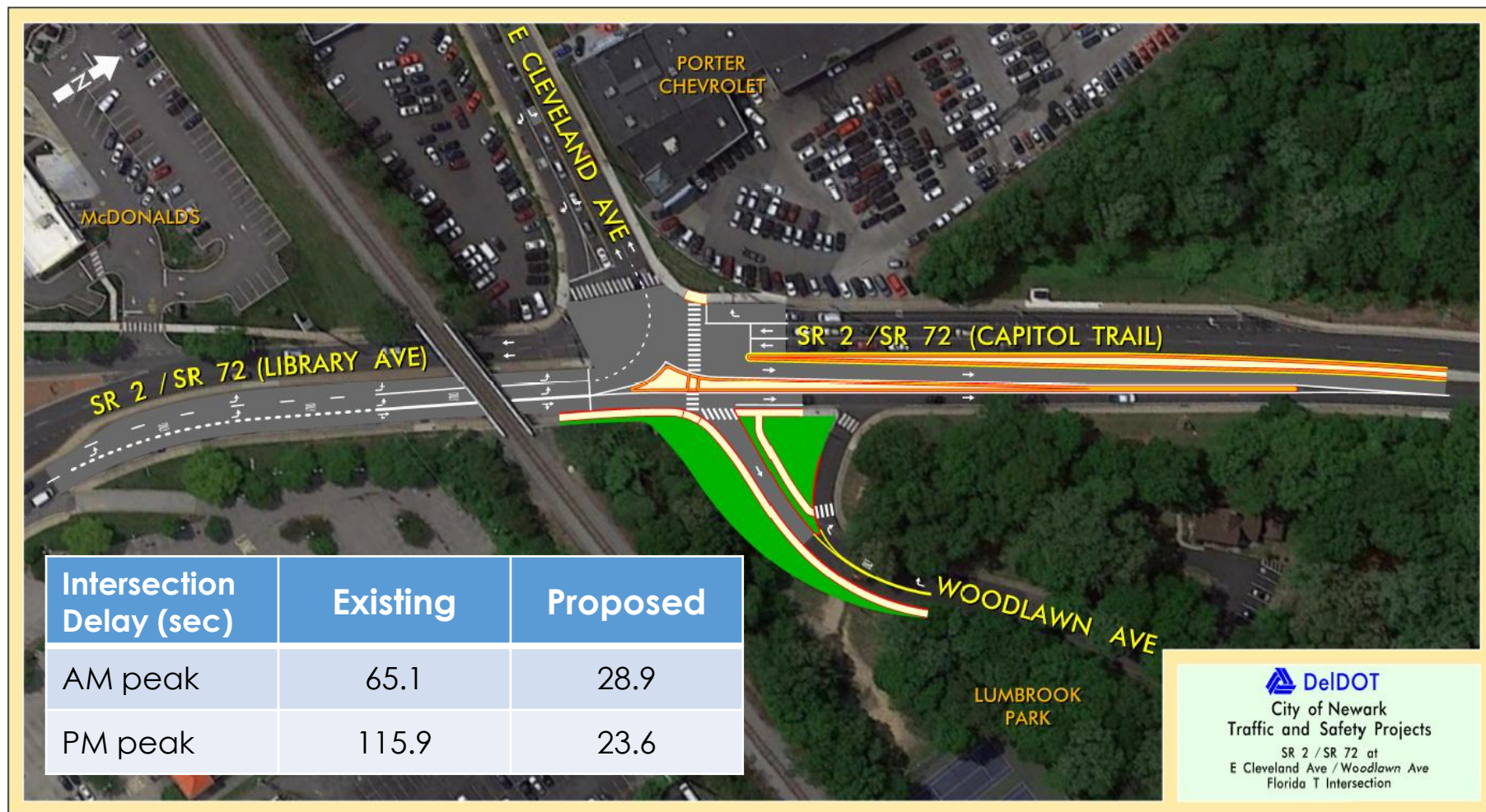
SITE P

SR 2/SR 72/Woodlawn Ave – Florida T Concept



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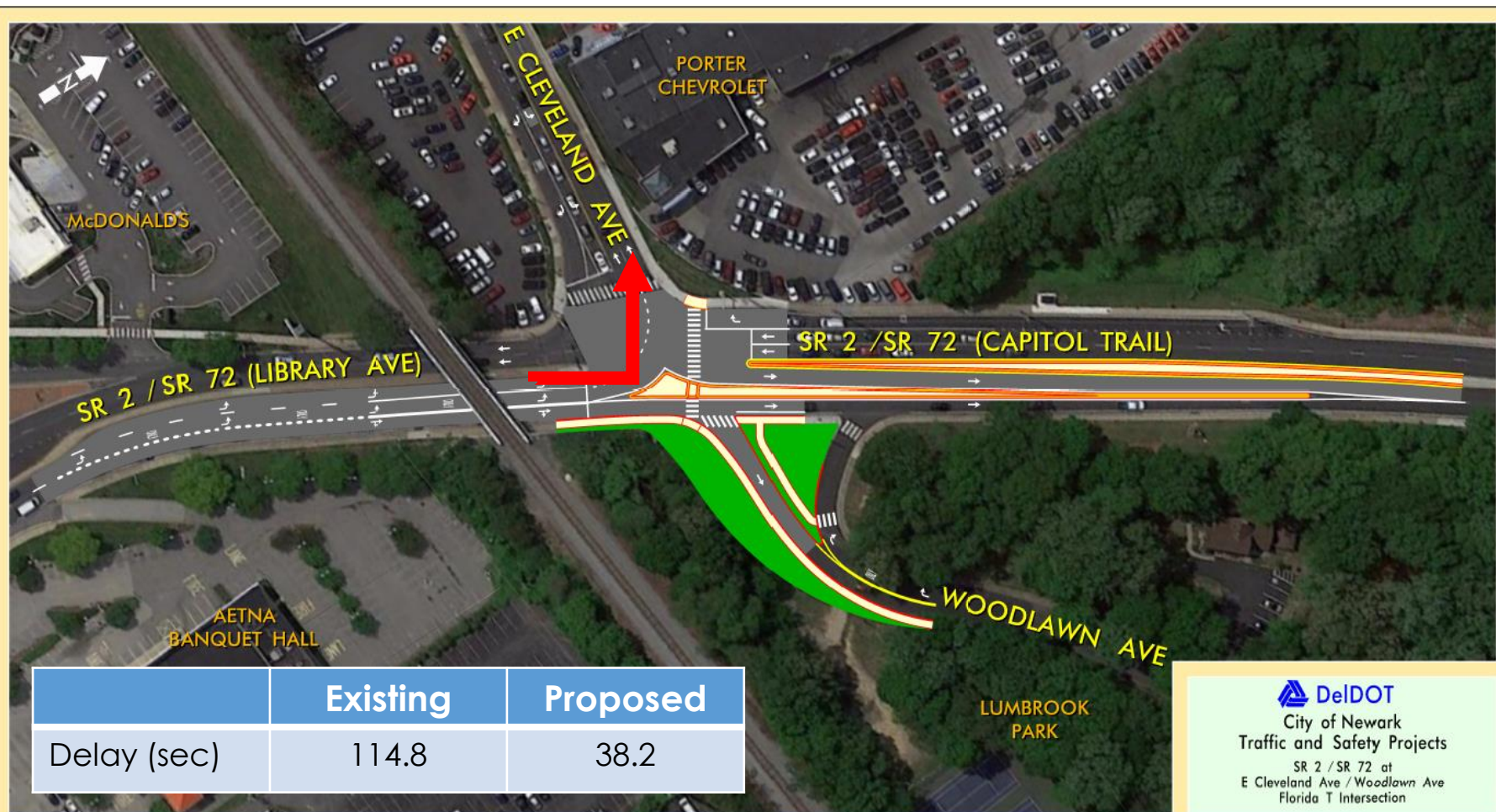


SITE P

SR 2/SR 72/Woodlawn Ave – Florida T Concept

NB left – AM peak

547 vehicles per hour

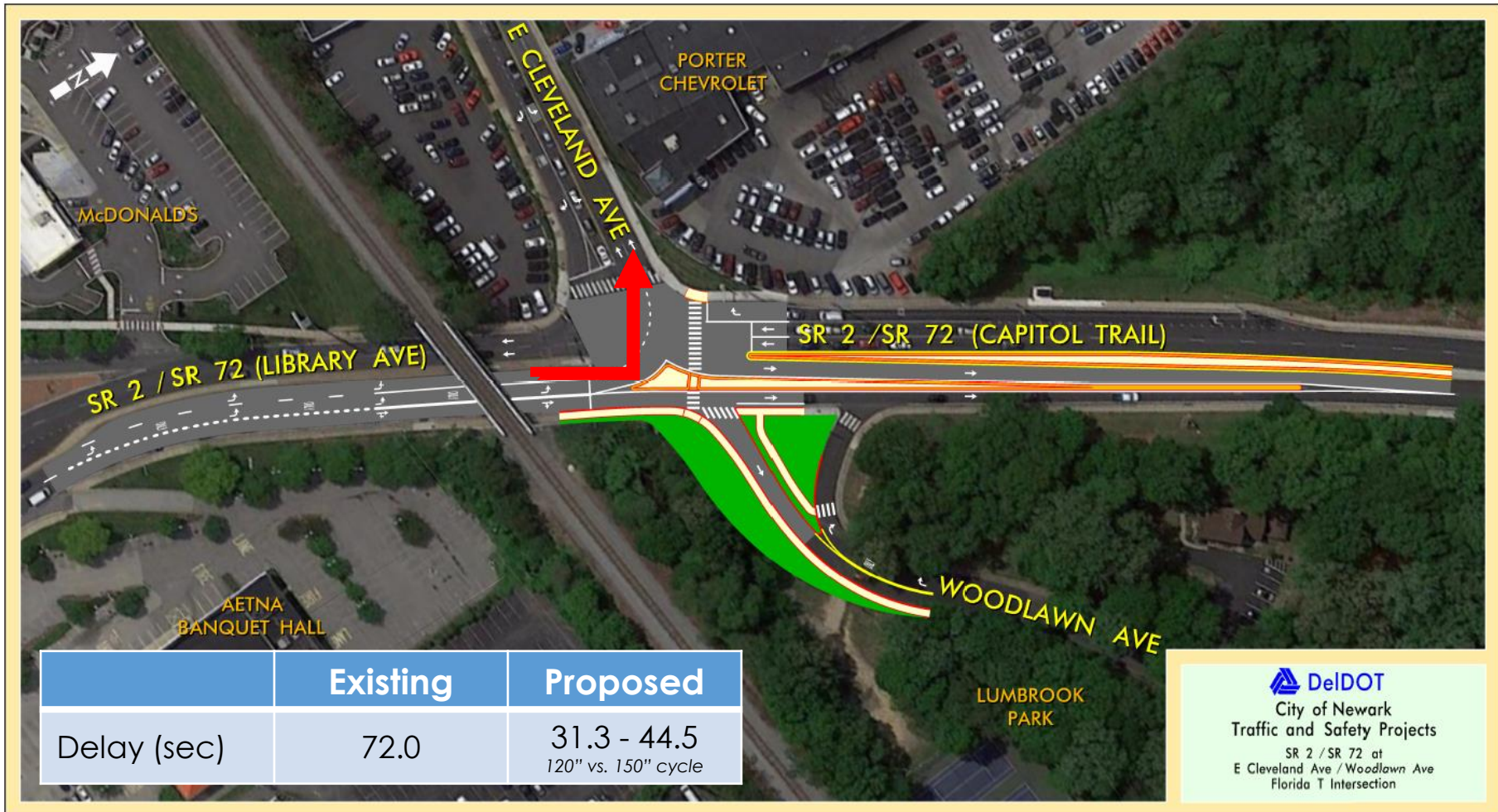


SITE P

SR 2/SR 72/Woodlawn Ave – Florida T Concept

NB left – PM peak

493 vehicles per hour

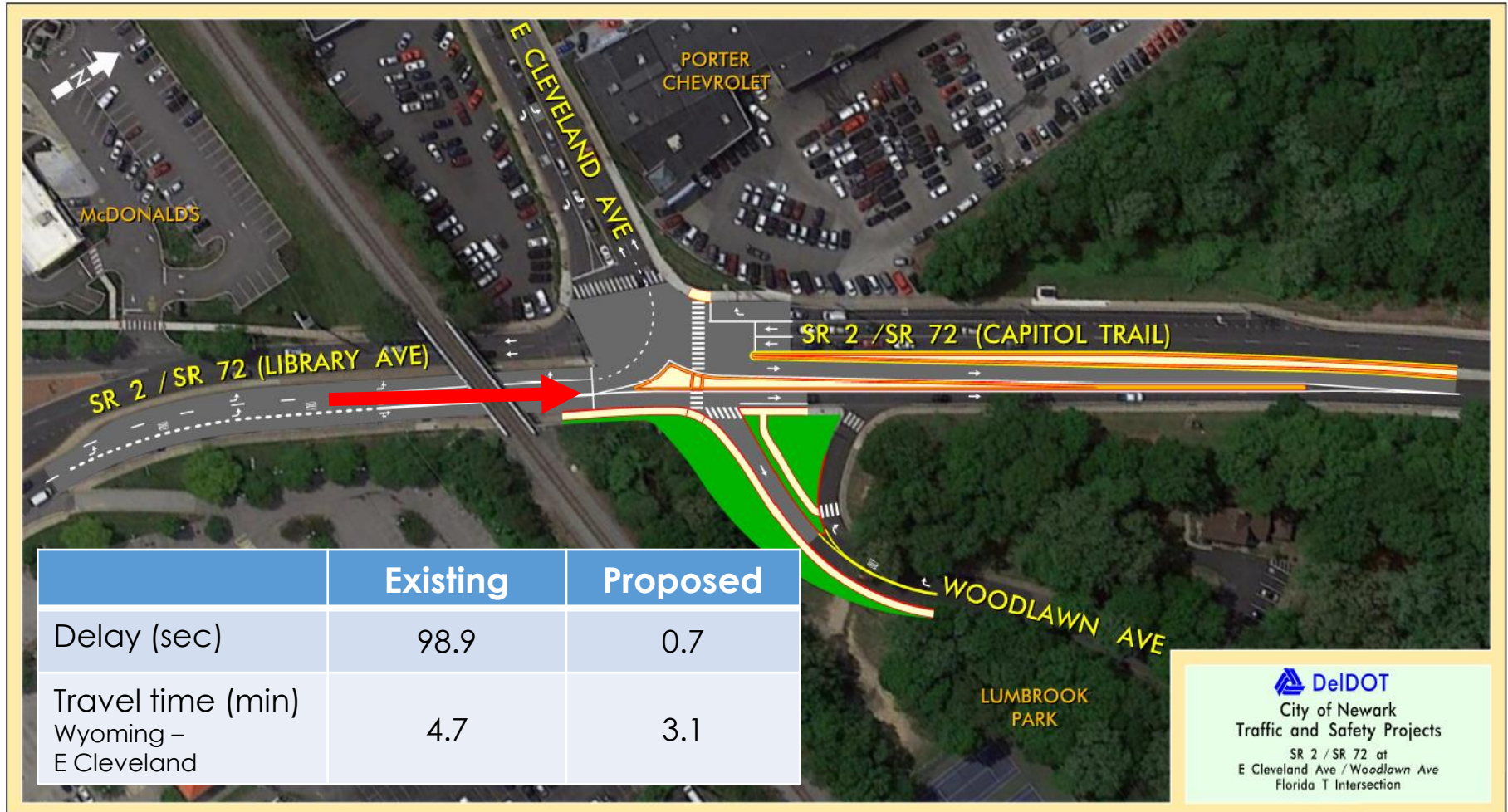


SITE P

SR 2/SR 72/Woodlawn Ave – Florida T Concept

NB thru – AM peak

699 vehicles per hour

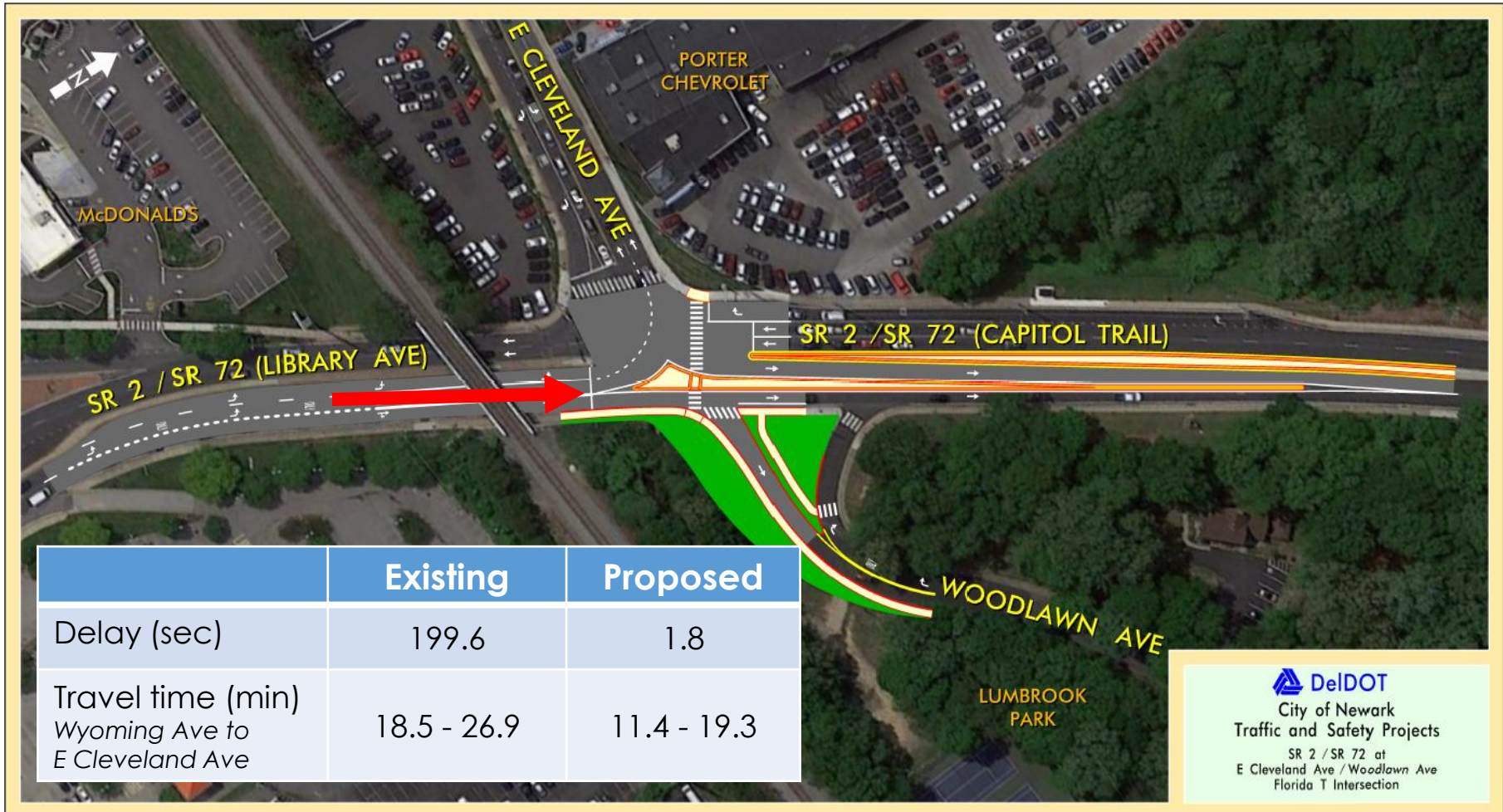


SITE P

SR 2/SR 72/Woodlawn Ave – Florida T Concept

NB thru – PM peak

1,207 vehicles per hour

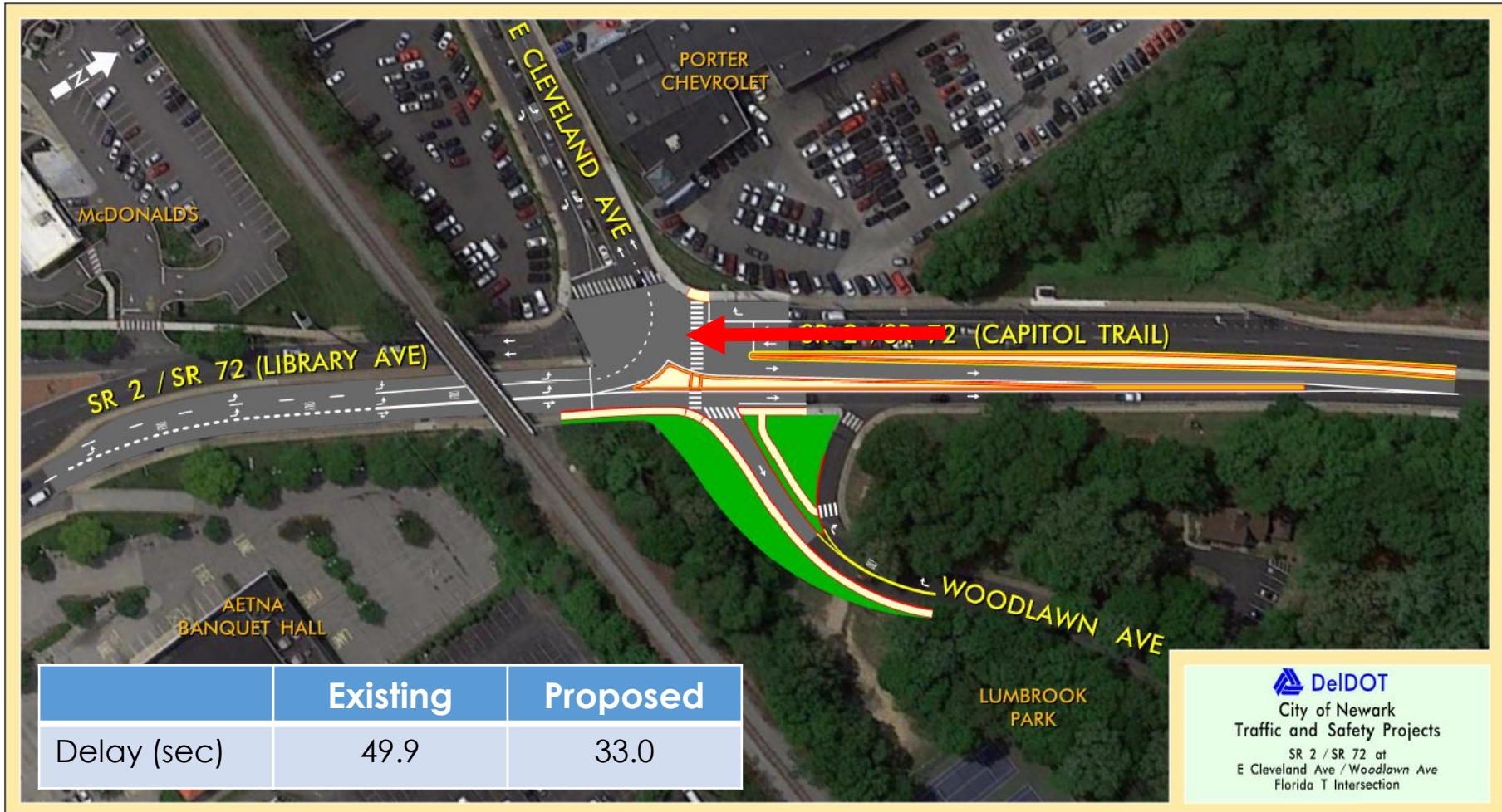


SITE P

SR 2/SR 72/Woodlawn Ave – Florida T Concept

SB thru – AM peak

952 vehicles per hour

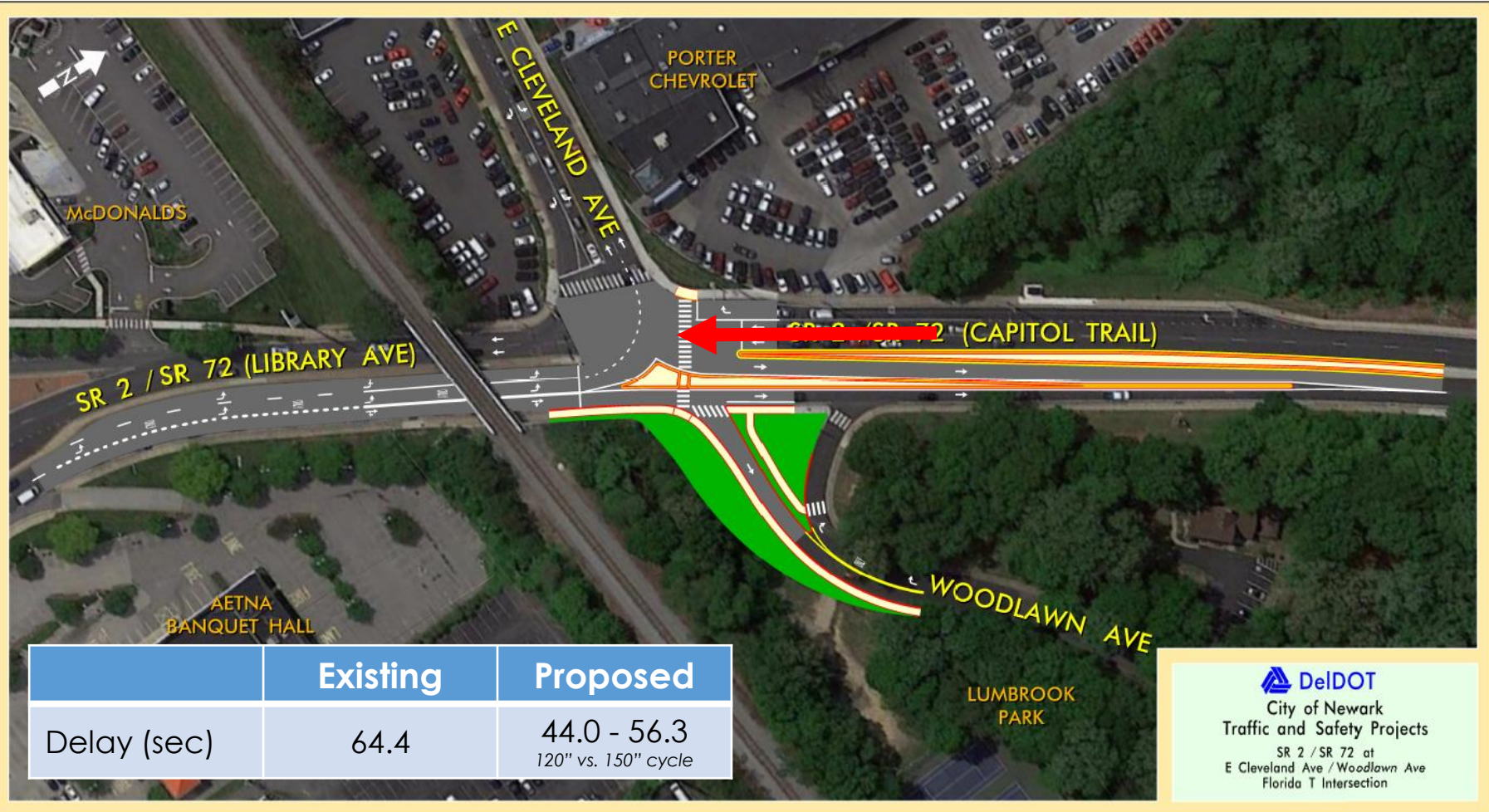


SITE P

SR 2/SR 72/Woodlawn Ave – Florida T Concept

SB thru – PM peak

844 vehicles per hour

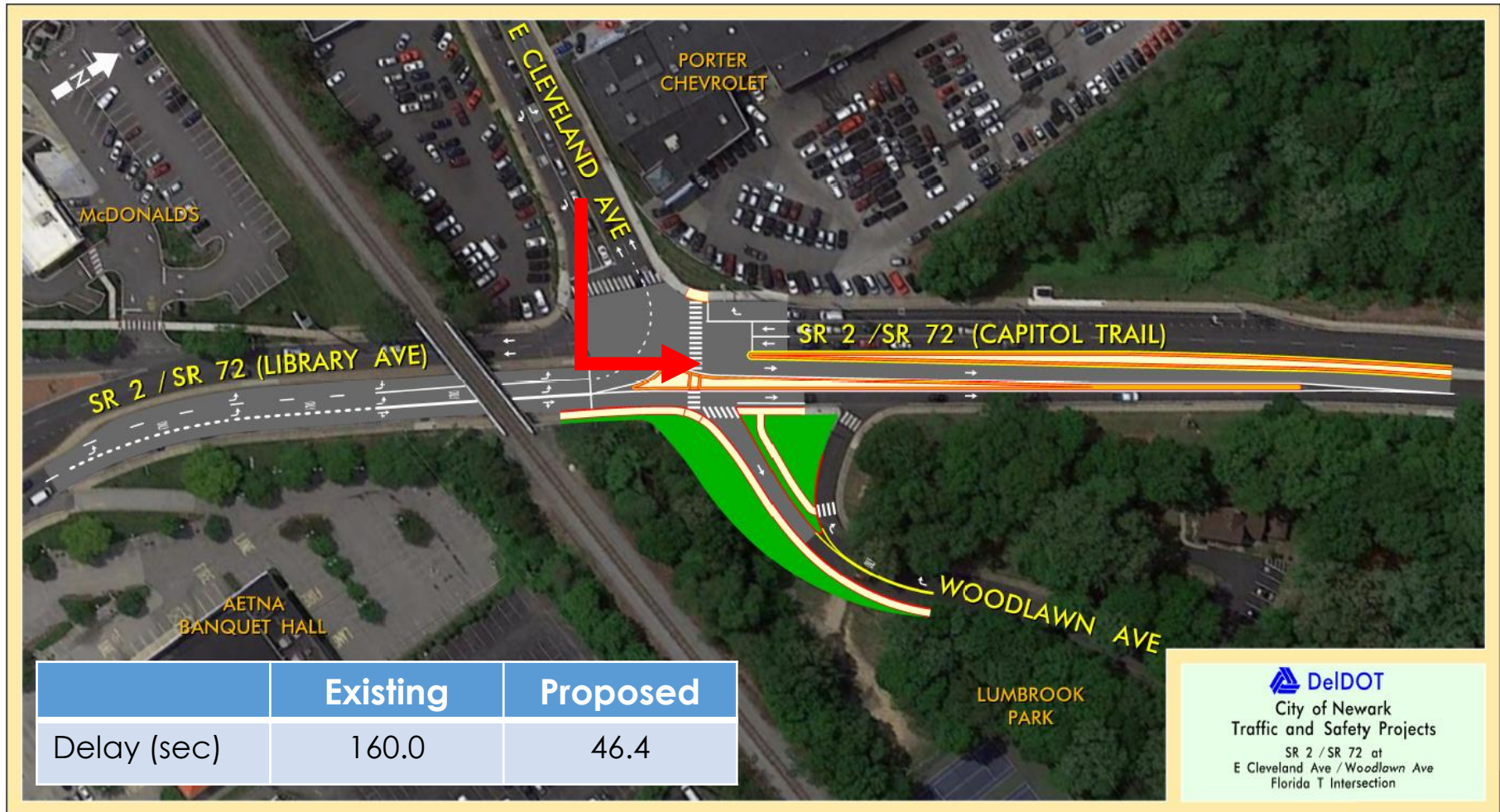


SITE P

SR 2/SR 72/Woodlawn Ave – Florida T Concept

EB left – AM peak

302 vehicles per hour

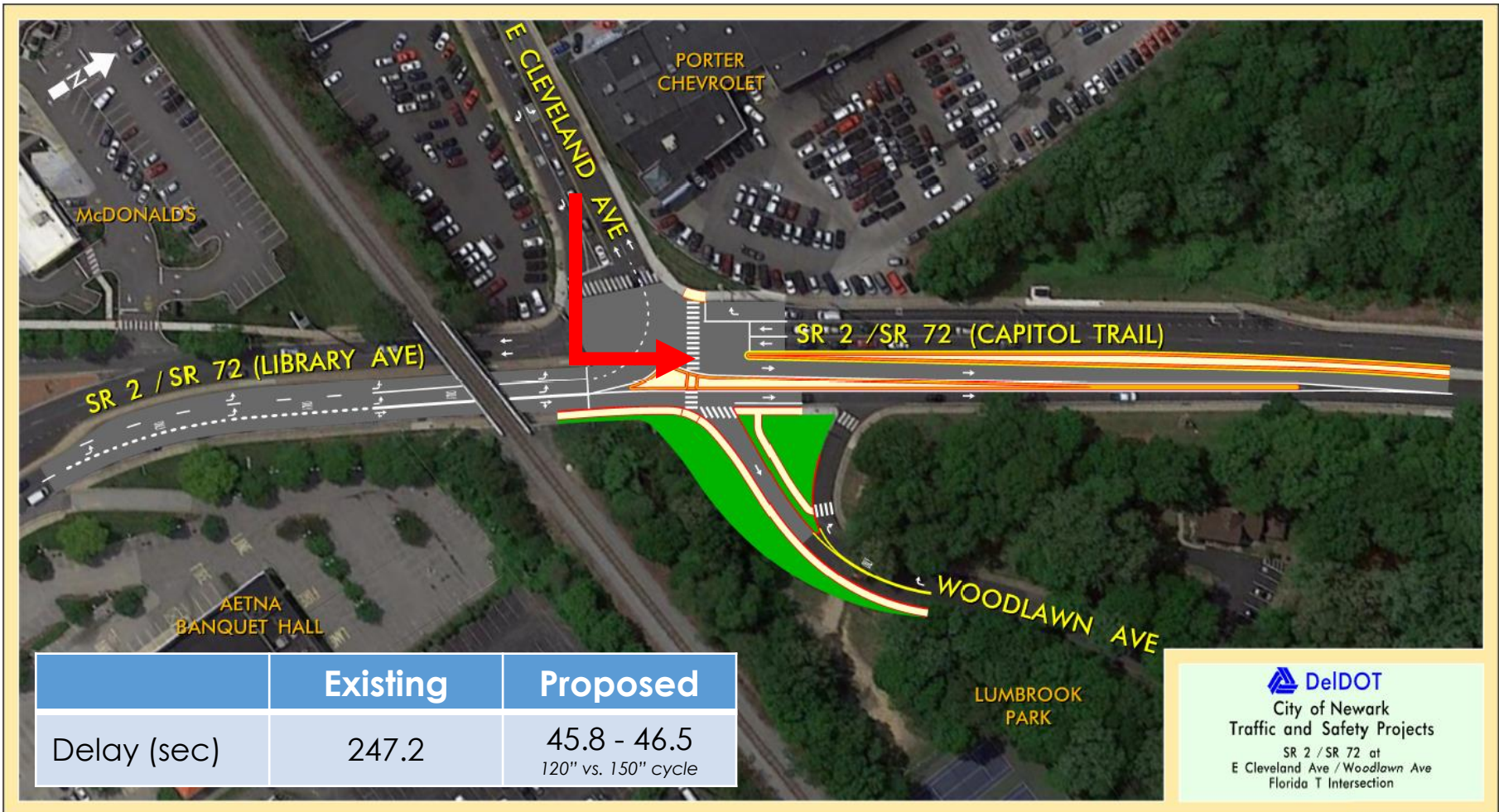


SITE P

SR 2/SR 72/Woodlawn Ave – Florida T Concept

EB left – PM peak

423 vehicles per hour

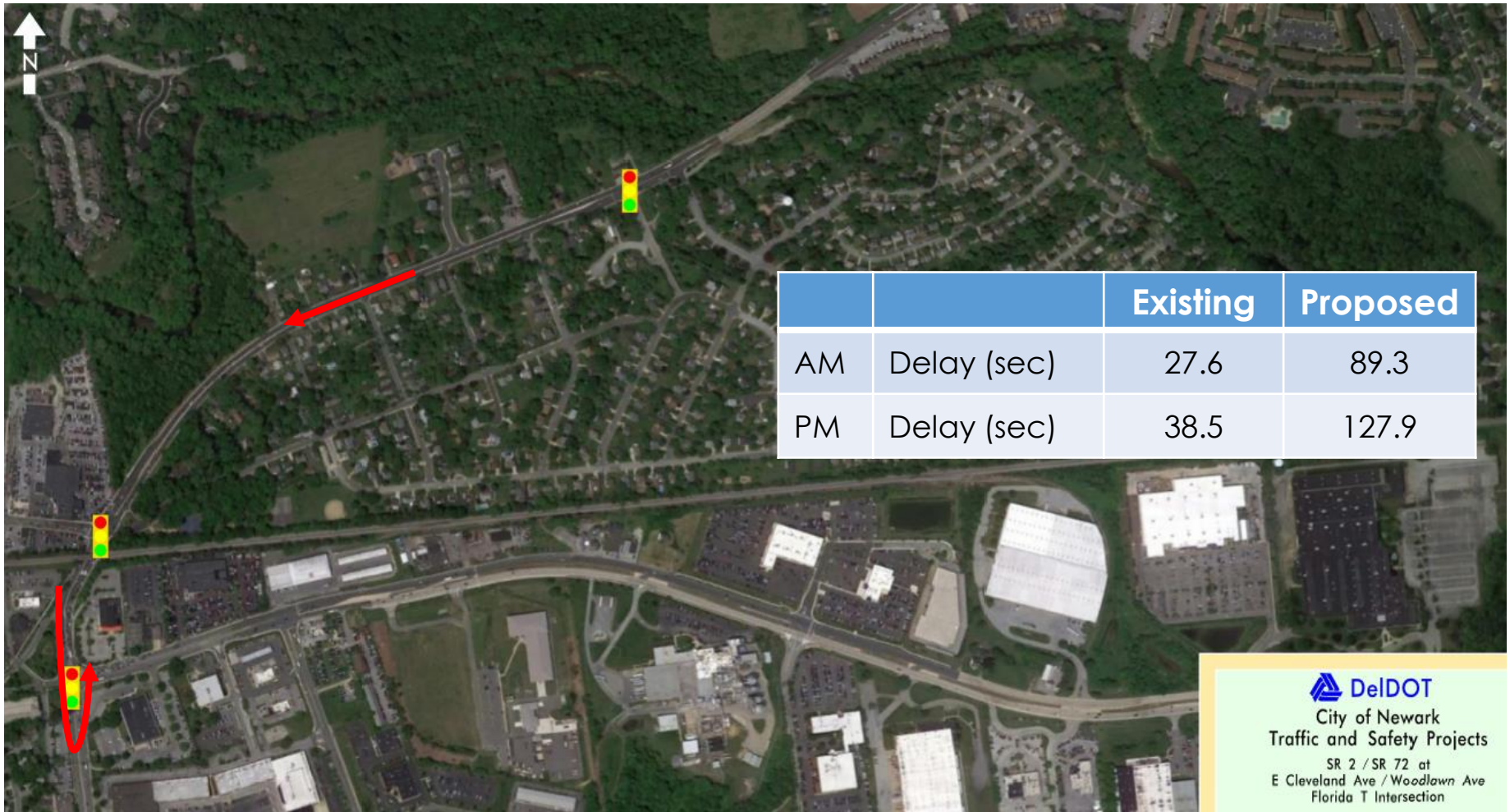


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SR 2/SR 72/Woodlawn Ave – Florida T Concept

Diverted SB U-turns

20 to 30 vehicles per day



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SR 2/SR 72/Woodlawn Ave – Florida T Concept

Diverted SB U-turns

Concrete island alteration



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SR 2/SR 72/Woodlawn Ave – Florida T Concept

Anna Way lefts – AM peak 20" split; 60" cycle



SITE P

SR 2/SR 72/Woodlawn Ave – Florida T Concept

Anna Way lefts – AM peak 20" split; 60" cycle



SITE P

SR 2/SR 72/Woodlawn Ave – Florida T Concept

Anna Way lefts – PM peak 30" split; 120" cycle



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SR 2/SR 72/Woodlawn Ave – Florida T Concept

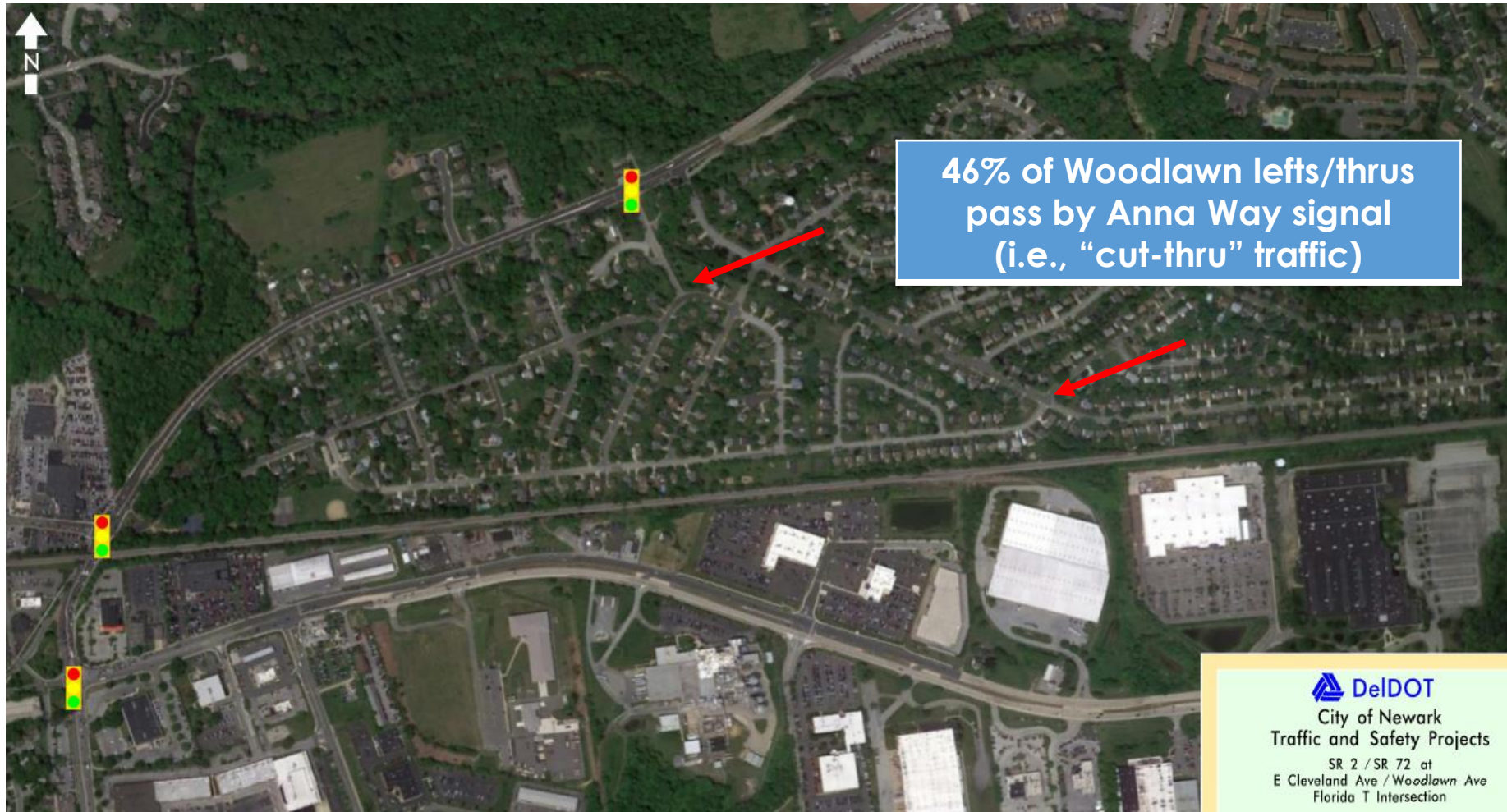
Anna Way lefts – PM peak 30" split; 120" cycle



SITE P

SR 2/SR 72/Woodlawn Ave – Florida T Concept

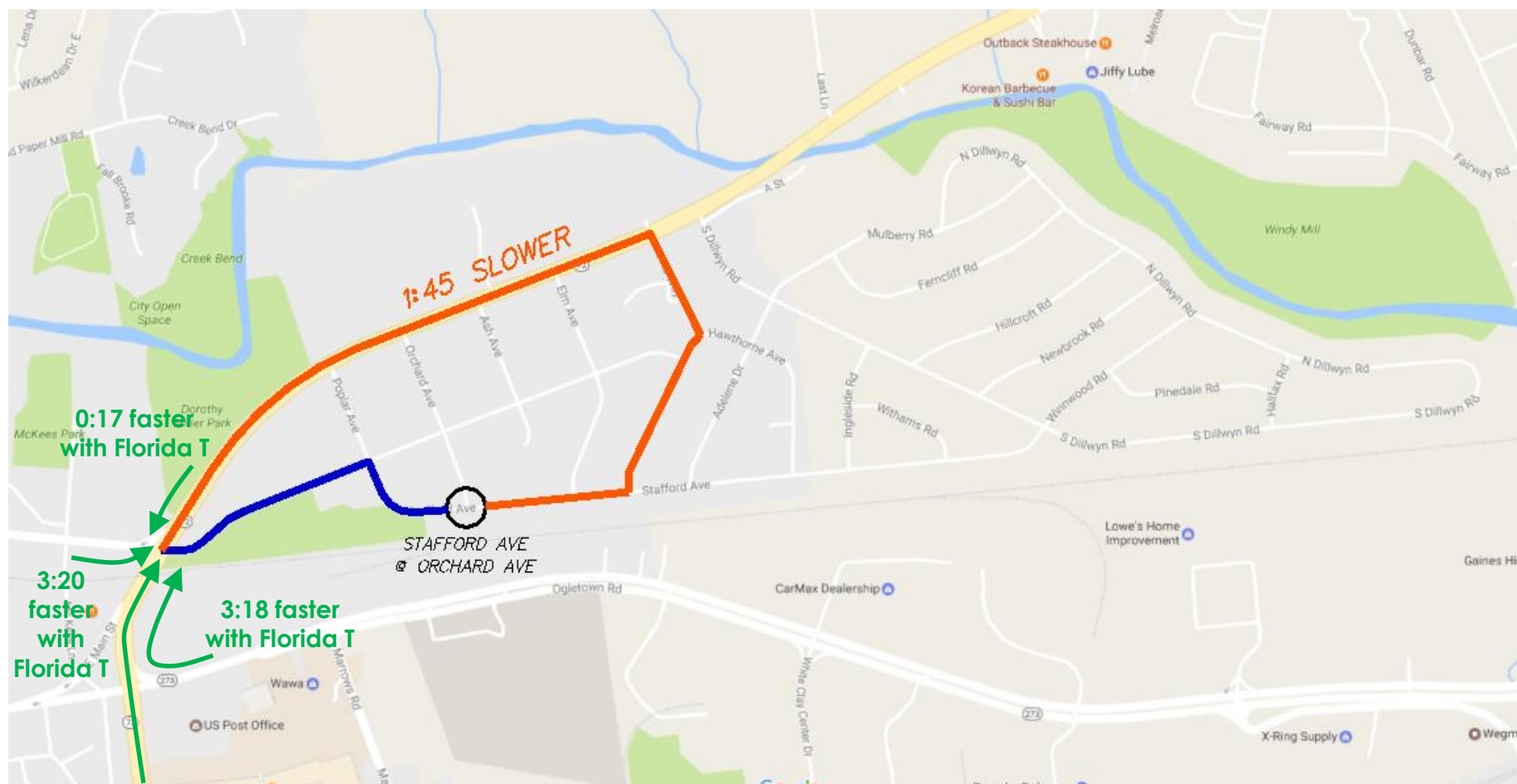
Neighborhood traffic circulation counts



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SR 2/SR 72/Woodlawn Ave – Florida T Concept

“Round-trip” travel time – Woodlawn Ave vs. Anna Way

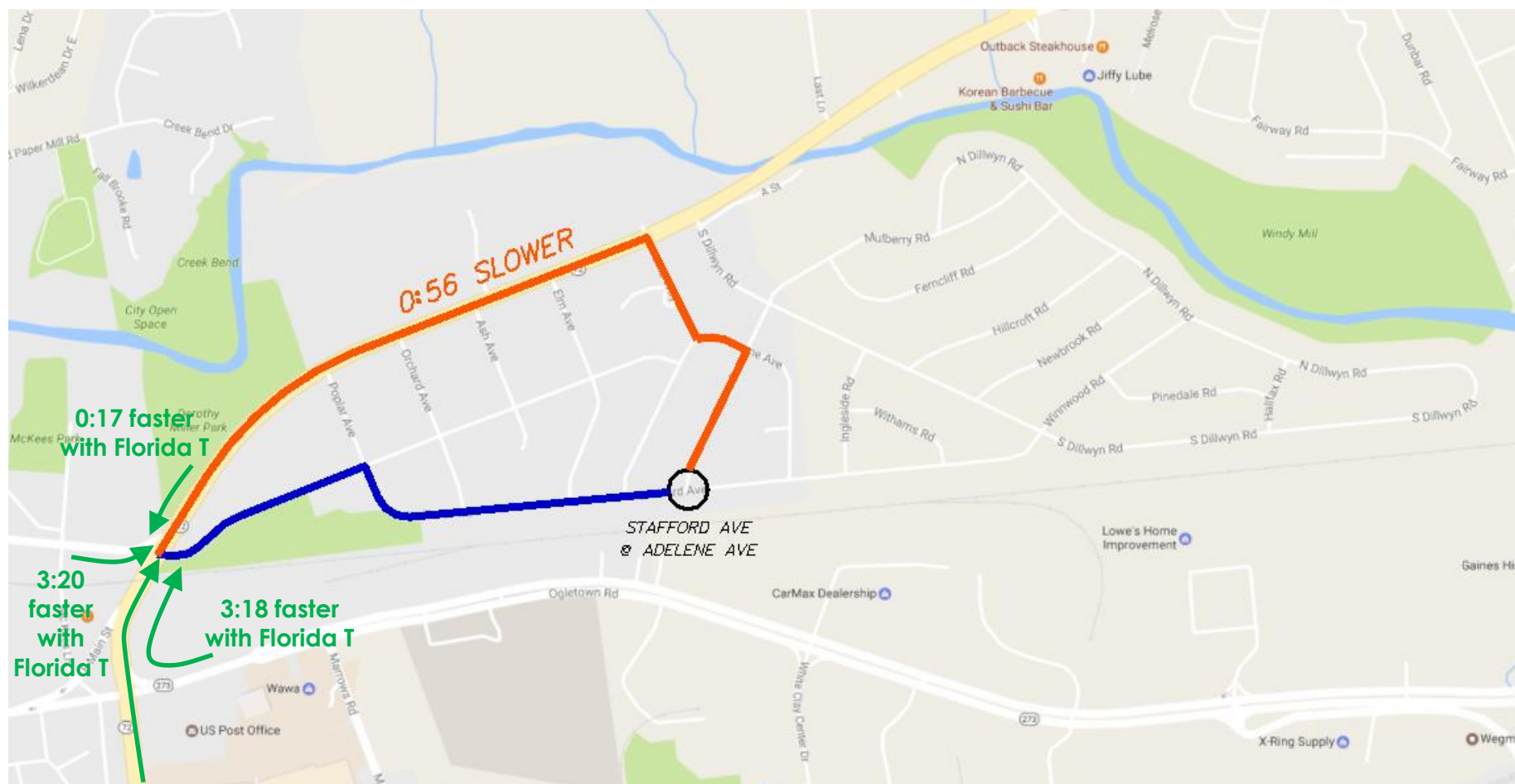


Approx. 7:00 faster
with Florida T
(from Wyoming Ave)

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SR 2/SR 72/Woodlawn Ave – Florida T Concept

“Round-trip” travel time – Woodlawn Ave vs. Anna Way



Approx. 7:00 faster
with Florida T
(from Wyoming Ave)

SITE P

SR 2/SR 72/Woodlawn Ave – Florida T Concept

“Round-trip” travel time – Woodlawn Ave vs. Anna Way

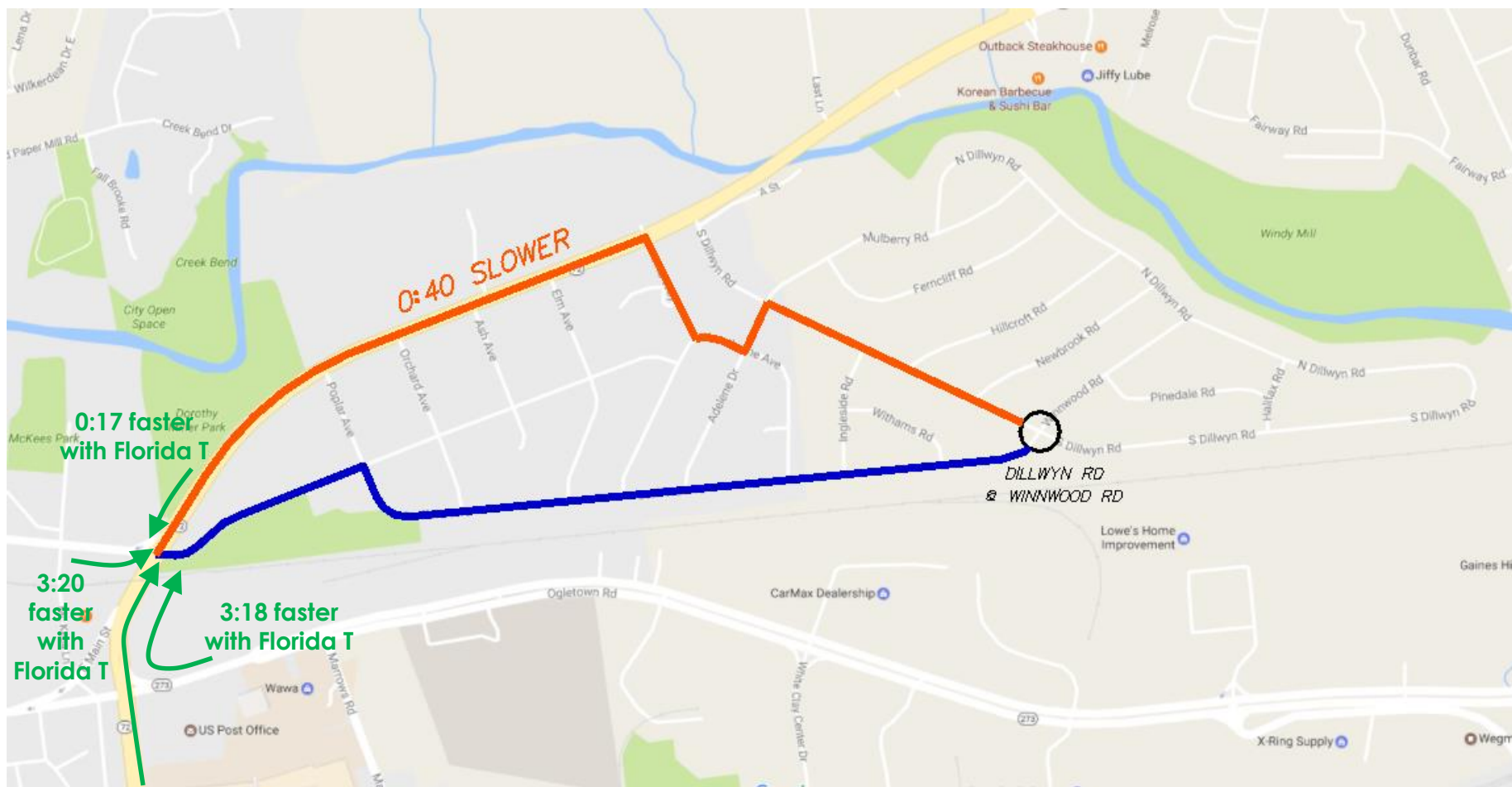


Approx. 7:00 faster
with Florida T
(from Wyoming Ave)

SITE P

SR 2/SR 72/Woodlawn Ave – Florida T Concept

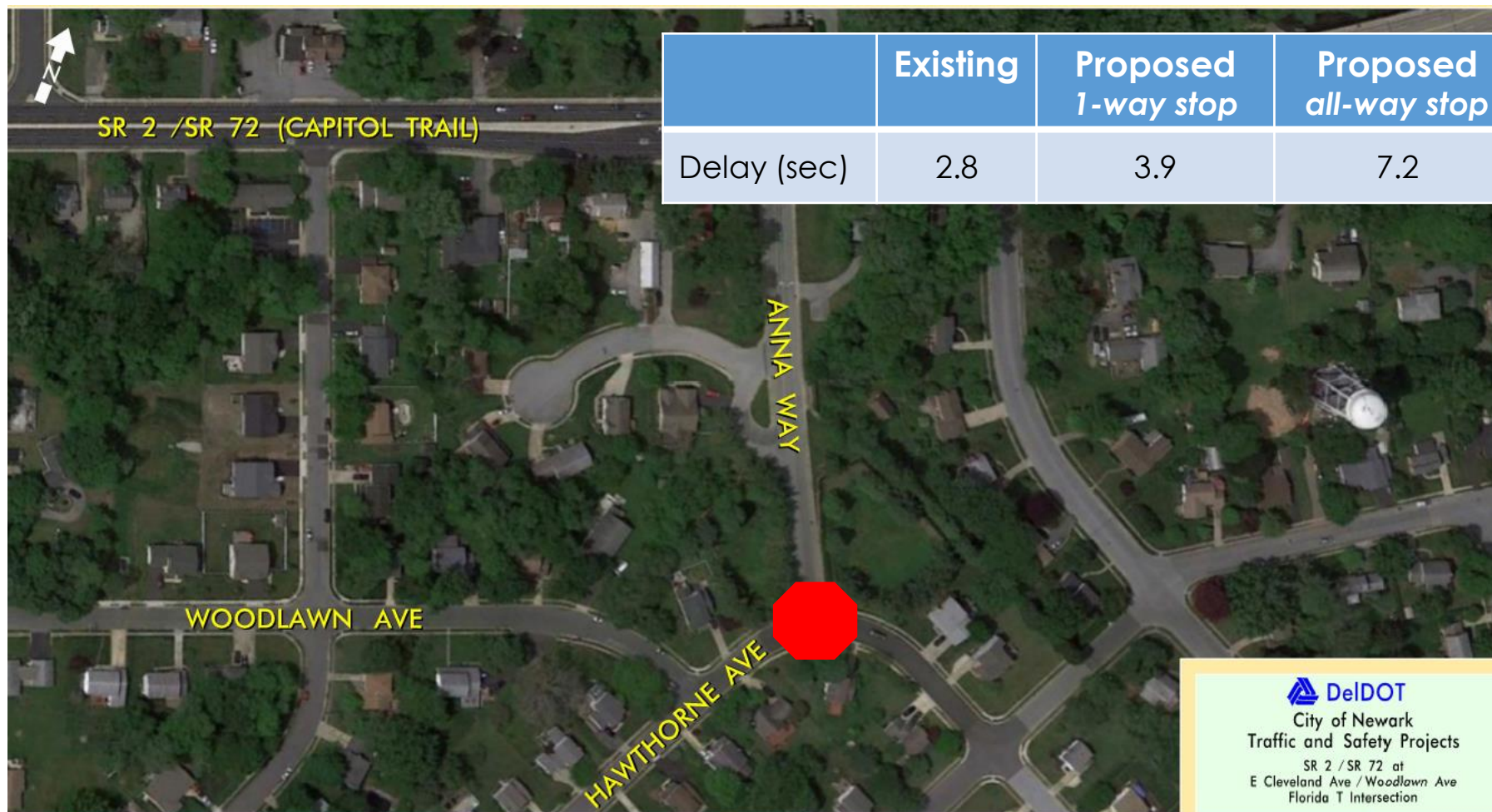
“Round-trip” travel time – Woodlawn Ave vs. Anna Way



Approx. 7:00 faster
with Florida T
(from Wyoming Ave)

SITE P**SR 2/SR 72/Woodlawn Ave – Florida T Concept**

Anna @ Hawthorne stop control – AM peak



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SR 2/SR 72/Woodlawn Ave – Florida T Concept

Ambulance turning paths



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SR 2/SR 72/Woodlawn Ave – Florida T Concept

Pumper fire truck turning paths



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SR 2/SR 72/Woodlawn Ave – Florida T Concept

Aerial fire truck turning paths



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SR 2/SR 72/Woodlawn Ave – Florida T Concept

AETNA HH&L feedback

- Easier access and quicker responder arrival times to Station 8
- Improved response times to north and northeast
- Siren use currently discontinued due to intersection congestion
- Anna Way is preferred entrance due to wider lane widths
- Neighborhood turning paths are adequate (e.g., Hawthorne Ave)
- Additional “emergency vehicle only” median crossover is not needed
- E. Main St/SR 273 U-turn improvements will allow Aetna vehicles to turn easier
- No specific concerns for properties on north/west side of Capitol Trail U-turning at E. Main St/SR 273
- Supportive of HFST on Anna Way and higher priority snow removal
- Maximize lane width for NB thru lane “cattle chute”

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SR 2/SR 72/Woodlawn Ave – Florida T Concept

Questions & open discussion

